

CLUB WHISKY
\$14.00 Per Dozen.
H. PRICE & CO.,
12, Queen's Road Central.

Hongkong Daily Press.

ESTABLISHED 1857.

BLACK BERRY BRANDY
Per Bottle ... \$2.70
H. PRICE & CO.,
12, Queen's Road.

No. 14,681 號一十捌丁陸千四萬一第 日四廿月三年壹十三緒光 HONGKONG, FRIDAY, APRIL 28TH, 1905. 五拜禮 號八十二月四年五零百九千一英港香 PRICE, \$3 PER MONTH.

A POWERFUL DISINFECTANT.
WATSON'S HYGIENOL
A. S. WATSON & CO. LIMITED.
THE HONGKONG DISPENSARY.

CUTLER, PALMER & CO.'S
Price \$10.50 PER DOZEN
NET
"SPECIAL BLEND" WHISKY
Blend Selected Distillations of the Finest Scotch Whiskies
Apply to SIEMSEN & CO., Hongkong.

THE WINE GROWERS' SUPPLY CO.
Direct Importers of Wine, Beer, and Spirits from well-known Growers, Brewers and Distillers. Price List on application.
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GREEN ISLAND CEMENT COMPANY.
PORTLAND CEMENT.
\$4.50 per Cask 375 lbs. net ex Factory.
\$2.70 per bag 95 lbs. net ex Factory.
SHEWAN, TOMES & CO., General Managers,
Hongkong, 1st March, 1905.

NOTICE.
THE TERMINUS STORES,
GENERAL STORES, FRUIT, COMMODITIES, COMMISSION AGENTS.
MOST respectfully beg to inform the Public that they have opened a Store in this Colony at Nos. 60 and 61, ELGIN ROAD, KOWLOON, under the style of the Terminus Stores and are prepared to accept all kinds of orders, which will be attended to and executed in the shortest time, and earnestly hope to be favoured with the kind Patronage of the Public.
Hongkong, 9th March, 1905.

COTTAM & CO.
HIGH-CLASS OUTFITTERS.
JUST ARRIVED:
NEW LINE SUMMER GOODS.
SUMMER COLOURED TUNIC SHIRTS, WHITE GAUZE SHIRTS, PYJAMA SUITS, BOSTON GARTERS, BADEN POWELL COLLARS, BROWN BOOTS.
The Latest Fashions in High-class NECKWEAR.
EVERY SEASONABLE NOVELTY.

HONGKONG HOTEL BUILDING.
Hongkong, 24th April, 1905.

MUSIC.
PIANO AND SINGING.

MR. A. GALUZZI is prepared to take pupils at his studio in the CITY HALL or at their residences.
For terms, etc., apply to the above, care of Robinson Piano Co.
Hongkong, 19th April, 1905.

THE AMERICAN SYSTEM DENTISTRY
DR. M. H. CHAUN.
37, DES VŒUX ROAD CENTRAL, HONGKONG.
From the University of Pennsylvania, U.S.A.
Hongkong, 3rd June, 1904.

CALDBECK MACGREGOR & CO.
WINE AND SPIRIT MERCHANTS.
Telephone No. 75.
15, QUEEN'S ROAD CENTRAL.
Hongkong, 1st April, 1905.

CUTLER, PALMER & CO.
WINE & SPIRIT MERCHANTS,
OF
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.
BRANDY ... \$22.50
" ... 20.00
" ... 16.75
WHISKY, PALL MALL ... 20.00
" JOHN WALKER ... 12.50
" C. P. & CO.'S SPECIAL BLEND ... 10.50
PORT WINE, INVALIDS ... 20.00
" DOURO ... 13.75
SHERRY, AMOROSO ... 20.00
" LA TORRE ... 16.00
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ELECTRIZITAETS ACTIEN GESELLSCHAFT FORM.
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FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
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DEVELOPING AND PRINTING
GOOD WORK, PROMPT RETURN
UP-TO-DATE DARK ROOM
FITTED WITH ELECTRIC LIGHT AND FAN
AT THE DISPOSAL OF AMATEURS

LONG HING & CO.,
PHOTO GOODS STORE,
17A, QUEEN'S ROAD CENTRAL.
(Same Premises as Messrs. Ah Choo).
Hongkong, 15th August, 1904.

ALARMING INCREASE IN BALDNESS!!!
and all other derangements of the Hair, such as Scurf, Dandruff, Scanty Partings, Falling Hair, Premature Greyness, &c., &c.
A REMEDY OFFERED.
which possesses all the elements that go to produce a good head of hair. Its powerful, stimulating properties go straight to the hair roots—giving them a life and vigour they never knew before. And life and vigour to the roots mean more hair, stronger hair, better hair. It will assuredly do all this for YOU, as it has done for thousands of others.
WILSON'S HAIR WASH.
THE GREAT HAIR PRODUCER AND RESTORER.
The Finest Dressing. Specially Prepared and Delicately Perfumed.
A Luxury and a Necessity to every Modern Toilet.

WATKINS LIMITED,
CHEMISTS AND DRUGGISTS,
AND
ASBATED WATER MANUFACTURERS,
(Crown Brand).
APOTHECARIES HALL, HONGKONG.

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KOWLOON.
DELIGHTFUL SITUATION. UNEXCELLED RESORT FOR TRAVELLERS AND RESIDENTS.
BILLIARDS AND BOWLING. LAWN AND GARDENS.
JAS. W. OSBORNE, PROPRIETOR AND MANAGER.

LANE, CRAWFORD & CO.
ARE NOW SHOWING
NEW SEASON'S STOCK OF
SHIRTS. COLLARS. TIES.
STRAW AND PANAMA HATS.
SUN HATS.
SILK & WOOL & FLANNEL PYJAMAS.
WOLSEY UNSHRINKABLE UNDERWEAR.
EXTRA LIGHT WEIGHTS FOR SUMMER WEAR. INSPECTION INVITED.

LANE, CRAWFORD & CO.
Hongkong, 11th April, 1905.
PEERLESS SCOTS WHISKIES
HAIG & HAIG, LD., DISTILLERS SINCE 1679.
3 Star, SPECIAL—The finest of all "Pepp" WHISKIES at ... \$13.00
5 Star, LIQUEUR—Exquisite, best in the World for Club or Private use at ... \$22.00
Stop drinking rank, Smoky Stuff, because "it comes through the SOLE."
Try HAIG & HAIG'S WHISKIES; pure, mellow matured, non-smoky, delicate flavor.
Once tried, preferred to all others. Sole Agents for Hongkong:
F. BLACKHEAD & Co.

W. BREWER & CO.
23 and 25, QUEEN'S ROAD.
THE RETURN OF SHERLOCK HOLMES, by CONAN DOYLE ... \$1.75
For God and the Caesar, by Muddock ... 0.40
Applied Mechanics, and Mechanical Engineering, by Jameson, Vol. 2 ... 9.50
Imperial Japan, by Knox ... 6.50
With the Russians in Peace and War, by Wellbelly ... 5.90
Medical Annual 1905 ... 5.90
The Secret Woman, by Eden Philpotts ... 1.75
The Golden Bowl, by James ... 1.75
Mysterious Mr. Sabini, by Oppenheim ... 0.40
The Root, by Agassiz ... 1.75
Verbal Notes and Sketches, by Botham ... 4.50
Practical Electricity, by Ayrton ... 5.90
Banking and Currency, by Sykes ... 4.50
Coal Mining, by Cockin ... 3.90
Sandow's Body Building ... 0.50
Boston's Cookery Book ... 2.70
Lhasa, by Percival Landon, 2 Vols. ... 25.00
Kusso-Japanese War, Parts 1 to 21 Ready ... at 0.60 each

A. TACK & CO.
26, DES VŒUX ROAD CENTRAL, HONGKONG.
FURNITURE, SUNDRIES & PHOTOGRAPHIC GOODS
OF EVERY DESCRIPTION.
EASTMAN'S KODAKS & FILMS.
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ILFORD PLATES & PAPERS.
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LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, 108 HUNTER STREET.
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Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and **SOLE AGENTS** for Hokoku, Hondo, Kanada, Fujinokami, Mameda, Mannoura, Ononura Otanji, Sasahara Teitokuro, Yoshitani, Yoshio, Yanoikura, and other Coals.
S. MINAMI, Manager, Hongkong.

COLD STORAGE:
THE HONGKONG ICE COMPANY, LTD.
have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday, excepted to receive and deliver perishable goods.
Wm. PARLANE, Manager.
HONGKONG, 18th November, 1901.

CHEAP BEDSTEADS FOR SALE.
THE Underigned has a very large stock of IRON BEDSTEADS and AMERICAN STEEL WIRE MATTRESSES on hand for Sale at very moderate prices.
6' 2" by 3' 6" Steel Wire Mattress \$5.50 each.
6' 2" by 4' 6" " " " 6.50 " "
6' 2" by 5' " " " 7.50 " "
Prices for Bedsteads and various sizes of Mattresses on application.
A. TACK & CO.,
26, Des Vœux Road Central.
Hongkong, 26th April, 1905.

CARLTON HOUSE HOTELS,
No. 8 & 10, ICE HOUSE ROAD.
THESE premises, formerly known as the Club Entrance and the Waverley Hotel have been thoroughly renovated and furnished in excellent style as Private Family Hotels.
Cool Rooms, Comfort of Residents, and the Cuisine a specialty.
Apply to—
THE MANAGER.
Hongkong, 7th October, 1904.

HONGKONG HOTEL
FIRST-CLASS AND UP-TO-DATE.
Lining accommodation for 300 persons.
131 Bedrooms.
Elegantly Furnished Reception Rooms.
Private Bar and Billiard Rooms for Hotel residents.
Hydraulic Lifts to each Floor.
Electric Lighting and Fans.
Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
Matron in attendance.
CHARGES MODERATE, AND NO EXTRAS.
A. F. DAVIES,
Acting Manager.

THE PEAK HOTEL.
Admirably Situated. Sheltered from the North-East Monsoon and Open to the South-West Monsoon.
A COVERED GANGWAY LEADS FROM THE TRAMWAY TERMINUS INTO THE HOTEL.
Telephone No. 28.
Town Office: 7, DUNDRELL STREET.

KING EDWARD HOTEL.
A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, etc., apply to the—
MANAGER.
Hongkong, 10th June 1903.

CONNAUGHT HOTEL.
A FIRST CLASS HOTEL Situated near the Beach and Principal Offices.
Excellent Cuisine and Wines.
Large and lofty Rooms. Elegantly Furnished.
Hydraulic Elevator, hot and cold water throughout.
Special Rates for Tourists.
Luncheon Service for Guests.
For Terms, apply to the—
MANAGER.
Hongkong, 31st October, 1902.

"BOA VISTA"
(HOTEL-SANITARIUM OF SOUTH CHINA)
MACAO
HAS been re-opened under European management and most strict supervision as to food, cleanliness, and hygiene of the place. All comforts of a home.
A most pleasant retreat for those desirous of a few days rest and quiet.
Comfortable accommodation for travellers paying a visit to the historical and picturesque colony of Macao.
Macao is 40 miles south-west of Hongkong. One steamer (s.s. Heungshun), daily to and from Hongkong, and two steamers to and from Canton, give easy communication with both these colonies.
Cable Address—"BOAVISTA."
For Terms, apply to—
THE MANAGER.

MACAO AND CANTON HOTELS.
A LITTLE CHANGE.
THE Round Trip from HONGKONG to MACAO, thence to CANTON and back to Hongkong, will be found interesting and enjoyable.
WM. FARMER,
Proprietor.

QUAN WAH & CO.
GRANITE AND MARBLE MERCHANTS.
EXPORTERS AND CONTRACTORS.
Sole Agents of
QUAN TAI & CO., Lime Manufacturers.
All descriptions of
GRANITE AND MARBLE FOR EXPORT.
GRANITE and MARBLE MONUMENT
Prices & Estimates on Application.
No. 1, QUEEN'S ROAD EAST.
Hongkong, 17th January, 1905.

INTIMATION

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

COGNAC BRANDY

Per Doz.

A. OLD PALE \$20.00

B. SUPERIOR VERY OLD COGNAC 27.00

C. VERY OLD LIQUEUR COGNAC 33.00

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OLD LIQUEUR COGNAC ... 43.

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ALEXANDRA BUILDINGS.

NOTICE TO CORRESPONDENTS
Only communications relating to the news column should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only.

No anonymous signed communications that have already appeared on other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Press, Codes: A.S.W. 5th Ed. Litho's.
P.O. Box, 33. Telephone No. 12

The Daily Press.

HONGKONG OFFICE: 14, DES VIGUE ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, APRIL 28th, 1905.

A very pretty study is offered to sociologists, biologists, moralists, and politicians, (Imperialist or otherwise), by a collation of the birth and death rates of the world. As yet, all the necessary figures are not obtainable, the average birthrate for China, for example, continuing to be represented by "x." Victims of the Yellow Peril nervous fever would be particularly interested in a discovery of this unknown quantity, for a reason that will presently appear. Everybody knows in a general way that elephants are not so prolific as mice; and pietists who know that the round world was made for man's enjoyment, congratulate themselves upon the excellent arrangements that appear to have been made for their comfort and safety. When HENRY SPENCER established as a principle of biology the "antagonism of individuation and genesis"—a principle now admitted into the category of scientific truisms—he drew attention to a startling fact. Not only did this rule of infatigable aristocracy apply to the animal kingdom generally; it applied also to the species. The more highly developed becomes the individual type, the less easily does it recreate itself. Darwin's line of development by selection of affluence seems to have its terminus in a cul-de-sac of Nature's ordering. The ascent of man, like the rise of the Tower of Babel, is subject to a mysterious limitation. The relevance of all this becomes apparent when it is announced that, according to population statistics, the Caucasian seems to be reaching the mysterious limit. The study becomes pretty when we realise that the fact and its figures

can be regarded in various ways. President ROOSEVELT with his "race suicide" alarm, takes the evidence as proving that BRET HARTE had reason for asking if the Caucasians were "played out." Sociologists see in the same figures a bright and cheerful evidence of the high point of development that civilisation has attained. They say that life must now be worth living, and the nation happier, even if it be not so numerically strong as before. Curiously enough, Russia and Japan are the only "civilized" peoples whose birthrate is not diminishing. In France, we have been told often enough, the birthrate is lower than in any other civilized country, and the Government of the Republic, far from rejoicing at this hall-mark of typical advance, is alarmed and resorting to various political measures of combatting the decrease. In Germany the same feature is observable. The average birthrate of Berlin has steadily fallen since 1875, having declined from forty-five per thousand to twenty-eight per thousand in the last twenty-five years. The "race suicide" appears also in Great Britain. The average birthrate for 1903, published last month as 27.9 per thousand, is the lowest yet reached. In the last quarter of a century the natural increase of population by births out-numbering deaths has been reduced from 15.09 per cent. to 12.39 per cent. Imperialists call it degeneration; the Spencerians are pleased with it for the reasons already outlined. But it is the Australian figures which alarm the Yellow Peril folk. An Australian Commission has discovered that the population of the island continent is a million less than it ought to be under natural progress. The Australian woman waits much longer to marry than formerly. Japan's birthrate has in ten years risen from 26.8 to 32.7 per thousand. They are, like the Australians, civilised; but apparently have not suffered the physical deterioration that comes of life in big cities. Pathologically, they are tougher. Their population increases fast, but Australia's decreases faster still. Hence the "Yellow Peril." Other interesting speculations might be found in the differing standards of sexual morality of the old and new civilizations; and it is feasible also to compare the obvious merits of the coarser clay of a new civilization with the physical unfitness of the old which places itself on the dizzy altitude to which its flinching conventions are supposed to have elevated it. But as these points threaten to become too abstruse, we may leave the philosophers to wrestle with them.

Another plague fatality in the New Territory was recorded yesterday.

The German Mail of the 29th March was delivered in London on the 26th inst.

Charles Doyle was charged before Mr. Hazeland at the Police Court yesterday with being drunk and incapable. He had 24 previous convictions. Fined \$5 or fourteen days.

With regard to the increase of British troops stationed in India, it seems probable that the addition of three or four infantry battalions will suffice for mobilisation purposes. The nine Divisions of the Field Army have already their full complement of Artillery, and there is no occasion to employ more British Cavalry, as the Indian Army can furnish the regiments required for the completion of the various brigades.

Mr. S. S. Bose, who is a stout opponent of inoculation against plague, writes as follows in the course of a letter to the *State-man*:—"How could Mr. Brahmfield and others (assembled at a meeting in Calcutta to discuss plague matters) propose in the name of humanity a compulsory inoculation against plague alone, when we have other equally scientific inoculations, against cholera, enteric, beri beri, Diphtheria-neck, kala-azar, pricklyheat, Gwalior ulcer, and Delhi-bill? If these are all made compulsory we should be mere masses of holes!"

The etiquette of the fashionable hotels has not yet penetrated into the hinterland of Ireland, remarks the *Globe*. A correspondent, who, with his wife, put up at an inn in the darkest interior, was served the first night with an elaborate dinner of five or six courses. Unwilling to give trouble, they begged the landlady not to cook so much, as a single dish would generally do. They were taken at their word; next evening the soup, fish, entrees, joint, and sweets were served in a chaotic mass in the same dish!

According to reports from Siam, a mermaid has taken to haunting a river there, and was seen by a Chinaman as late as the 16th ultimo. The man went down to the river to bathe and, so he declares, was forcibly seized by the mermaid, who did all she could to carry him off to her cave in the river bed. He very properly objected to anything so irregular, and his cries for help brought rescuers to the spot, and they succeeded in releasing him from the embrace of the amphibious female. The Chinaman said he saw the mermaid very distinctly under the water, and that she had long, waving hair, and very sharp teeth.—*Ceylon Times*.

The Prince of Wales is an enthusiastic philatelist. In his collection there figures a Mauritius stamp which cost him £1,450. It was bought, announces a half-penny daily, by the Prince's agent at an auction after a spirited contest with a German collector. The bidding had proceeded by advances of ten pounds till it reached £1,400, and then the Prince's agent made a desperate bid of fifty pounds more, and the German, albeit the "salt of the earth," gave in. The original price of the Mauritius stamp was two pence.

A Native coal dealer at Bay View was yesterday charged before Mr. Orme at the Police Court with being in unlawful possession of ten tons of coal. The Police stated that a number of junks, while coaling vessels in the harbour, dropped a quantity of coal overboard and dredged for it when the boats had departed. This, when recovered, was sold to various merchants. As the defendant could not satisfy His Worship as to how he came in possession of the coal he was fined \$100 or three months' imprisonment, and the coal was ordered to be confiscated.

Last month a slight rise in cotton loosened the tight hold of Southern holders somewhat, and hastened the movement to ports and to Europe. Meanwhile, says the *Times*, the advance is not unwelcome to the consumer in Lancashire. He had sold yarns and goods at prices which leave handsome profits, and these he has covered in the purchase of cotton for forward delivery or of futures. And now business is being offered on terms fully equal to the higher cost of the raw material. He further argues that a moderate further rise would stimulate large planting operations, and so ensure plentiful supplies next season, which are necessary for the due fulfilment of his sales for delivery next year.

A Chinese cook was yesterday charged before Mr. Orme at the Police Court with unlawfully and by negligence causing hurt or damage to M. Passantini. The cook's master, who is spending a holiday in Canton, is the owner of a motor car, and this the cook decided to "give an airing." When turning the corner near the Sailors and Soldiers' Home, the car became unmanageable, and went ahead at a very high speed. It dashed into a number of rich men and Mr. Passantini, who was crossing the road at the time, was unable to get out of its way. He was knocked down and badly bruised before the driver could pull up his car. The cook was fined \$20, with the alternative of fourteen days' imprisonment. Mr. Passantini has further decided to bring an action claiming \$200 damages.

By kind permission of Lt.-Col. I. G. Aitken and Officers, the band of the 119th Infantry will play the following programme of music, at the King Edward Hotel, during dinner, this (Friday) evening:—
March..... "The Voice is Near"..... Bennett
Overture..... "Light Cavalry"..... Suppé
Vals..... "A Summer Night in Munich"..... Collier
Selection..... "The Chiffon"..... Sullivan
Barn Dance..... "Boston Belle"..... Godfrey
Song..... "Under the Bamboo Tree"..... Cole
Selection..... "The Girl from Kays"..... Caryll
Patrol..... "The Egyptian Rhapsody"..... Latta
Menuet..... "Horn Dance"..... Anchoy on Toast
Song..... "Chickadee and Almond, Concomme Italian
Piano, Fish—Boiled Fish, Entrees—Stewed
Pigeon with Port, Stewed Sheep's Head and
Asparagus, Crab Mayonnaise, Joints—Roast
Sirloin of Beef, Roast Turkey, Cold York Ham,
Curry—"urried Brisket of Potatoes, Fried Potatoes
Salad, Vegetables—Boiled Potatoes, Fried Potatoes
Balls, Green Peas, Stewed Cucumbers, Sweet
Plum Pudding, Fried Julienne Eggs, Coffee Ice
Cream, Sand Cakes. Fruits in Season. Tea and Coffee.

MORE MARTYRED MISSIONARIES
MASSACRE IN WESTERN CHINA.

Yesterday, Procure des Missions Etrangères at Hongkong received a telegram, via Shanghai, announcing that four missionaries and many native Christians have been murdered at Baohang (Tibet). The missionary in charge of the Baohang station was the Rev. Father Dr. Grandjean, who has been labouring there since 1885. The other three fathers were probably those at Yaregong (one) and Yerkalo (two). Yaregong is about four days' walk from Baohang, and Yerkalo about two days. Being Easter time, the fathers would all be at their respective stations, and not together, so that we may infer an anti-Christian or anti-foreign riot spreading over the whole Baohang principality.

WEDDING.

DR. A. P. LELLO—MISS H. M. LOUREIRO.
The Secretary General of the Macao Government, Dr. Alfredo Pinto Lello, was yesterday married at St. Joseph's Chapel to Miss Helena Maria Loureiro, eldest daughter of Mrs. M. W. Loureiro, and of the late Mr. J. da Silva Loureiro, Charge d'Affaires and Consul-General for Portugal at Tokyo.

The Chapel was nicely decorated with flowers and a good number of friends witnessed the ceremony. Father Agostini officiated. Mr. J. J. Leirio, Vice-Consul for Portugal, acted as best man. The bride was given away by her brother, Mr. J. W. Loureiro, of the Imperial Maritime Customs at Canton. Mr. A. G. Roman, Consul-General for Portugal, was witness for the bride, according to Portuguese custom. The two juvenile Misses Loureiro acted as bridesmaids.

The bride wore an embroidered silk dress, and a hat trimmed with ostrich feathers and orange blossoms.
A reception was afterwards held at Mrs. Loureiro's residence, No. 2, Albany. There were many beautiful presents.

Dr. and Mrs. Lello left for Macao by the *Hongkong*, which was gallily decked with bunting for the occasion. They were entertained at dinner by the Governor of Macao last evening.

TELEGRAMS.

["DAILY PRESS" SERVICE.]

HOME RULE IN THE TRANSVAAL.

THE NEW CONSTITUTION.

*LONDON, 26th April.

The new constitution which His Majesty is advised to confer upon his Transvaal Colony provides for a Legislative Assembly of forty-four members, nine official and thirty-five elected members.

The franchise being very ample and wide, the new Transvaal Legislature will not have power to initiate taxation without His Majesty's approval.

*Delayed in transmission.

["REUTERS" SERVICE.]

THE SITUATION IN CRETE.

LONDON, 25th April.

At Rome, Signor Tittoni, Minister for Foreign Affairs, the British, French and Russian Ministers have conferred on the situation in Crete.

News from Malta says H.M.S. *Leviathan*, with Admiral Lambton on board, H.M.S. *Lancaster*, and H.M.S. *Minerva* have proceeded to Crete.

ARREST OF AN AMERICAN BANK PRESIDENT.

LONDON, 25th April.

Mr. Bigelow, the President of the First National Bank of Milwaukee, has been arrested for defalcations amounting to £300,000, caused by speculations in wheat.

THE WAR.

["DAILY PRESS" SERVICE.]

THE "NIGRETIA" APPEAL.

*KOBE, 26th April.

The appeal against the confiscation of the s.s. *Nigretia* and cargo has failed. The decision of the original Prize Court is upheld.

*Delayed in transmission.

RUSSIAN GENERALS DISAGREE

*LONDON, 26th April.

It is reported at St. Petersburg that General Kaulbars is to succeed General Kuropatkin, who constantly finds himself in disagreement with the methods of General Linievitch.

*Delayed in transmission.

["PRIVATE WIRE"]

BALTIC FLEET CAPTURES.

SAIGON, 27th April.

The steamers reported to have been captured by the Baltic fleet are thought to be the Norwegian s.s. *Opland* and British s.s. *Beatrice*.

The *Beatrice* is a steamer of 3,344 tons, was built in 1891, and is owned by the Howard & Co. Company, Limited. The *Opland* is a steamer of 1,344 tons, was built in 1903, and is owned by H. Fredriksen.

[BY COURTESY OF THE JAPANESE CONSUL.]

MORE LAND FIGHTING.

TOKYO, 26th April.

The Russians with five battalions, sixteen squadrons and one battery attacked, on the 24th inst., the neighbourhood of Kaiyuan but were repulsed. Our casualties were 38 and the Russian corpses left on the field were 200. The enemy, who advanced toward Changtu with six battalions and sixteen squadrons, and toward Hsiaotatse with twelve squadrons and one battery, were compelled to retreat northward.

["REUTERS" SERVICE.]

BALTIC FLEET AT WORK.

LONDON, 25th April.

Saigon wires that the Baltic fleet has captured two steamers from Saigon to Japan with rice.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 27th at 11.50 a.m. The barometer has fallen over E. Japan, and risen on the E. coast of China.
Pressure is highest over N. China, and lowest over the Pacific to the South of Japan.
Gradients are slight on the China coast, and moderate N.E. winds will probably prevail in the Formosa Channel, and moderate S.E. to E. winds over the N. part of the China Sea.
Forecast.—S.E. to E. winds, light to moderate; fair.

BALTIC FLEET NEWS.

PILOT FOR THE FLEET.

It is reported that Captain Roberts, an old hand on the China Coast, is leaving Hongkong on Sunday to join the Baltic fleet, to act as Pilot to Vladivostok. The remuneration is said to be upwards of \$30,000.

NOT AN ENGAGEMENT.

Least the public should be misled by the sound of firing, The Hon. F. H. May, C.M.G., Colonial Secretary, has sent us the following for publication:—

His Majesty's Ships will carry out the usual Target Practice on the 28th and 29th inst., in the vicinity of the Port.

REASONS FOR MR. F. A. HAZELAND'S DECISION RE SEAMEN.

Some further light has been thrown on the cases of the seamen refusing to proceed to Japan in the *St. Helena* and *Baltic* Bridge. These cases were recently heard before Mr. F. A. Hazeland (First Police Magistrate) owing to the Harbour Master being indisposed. The Harbour Master in giving Judgment on Wednesday in the *Beckley* case, in which seamen were similarly charged, made the following remarks:—"No conclusion, that I am aware of, has been come to in England as to how these cases should be treated, but the line I have consistently taken, since the commencement of the war, has been and this is the third consideration I allude to what risk is likely to be encountered in the voyage between Hongkong and the port the vessel clears for. If a possibility of capture and a personal danger to life may reasonably be thought to exist, I have not in spite of the foregoing consideration—enacted the fulfilment of the agreement. On the other hand, were so apparent risk can be shown, I have endeavoured to point out to those concerned, and usually with success, that it is their duty to proceed; otherwise they are liable to punishment."

From these remarks it is clear that there is no rule which has been laid down to govern such cases but that the Magistrate must use his own discretion as to whether risk exists. The ship owner, of course, makes very handsome profits which he does not share in any small degree with the crew, but the men deliberately sign to proceed to certain latitudes which embrace both Asiatic, Russian and Japanese ports, when they are aware that coal is regarded by the belligerents as "conditional contraband."

When the *St. Helena* and *Baltic* Bridge cases were tried the Baltic fleet was at Saigon, and the men, persistently refusing to return to duty, were sent to prison. On the following day Mr. Hazeland discharged seamen from the *Lincolnshire*, similarly charged. This decision, though perhaps drawing a very fine line in by some considered consistent, because during the 24 hours intervening a rumour gained ground that the *Vladivostok* fleet had put to sea. THE BRITISH FLEET.

Three battleships and two cruisers were sighted off Lintin (nine miles north of Lantau) at nine o'clock yesterday morning.

SEVERE TRAINING FOR RUSSIAN SAILORS.

The Madagascarese correspondent of the *Daily Express*, who watched the movements of the Russian fleet under Admiral Rodjestransky for a number of days, writes that Admiral Rodjestransky has worked wonders with his fleet. When he left Europe I am told that the ships were foul and dirty, that the men were untrained, undisciplined, and rebellious, and that the morale was hopelessly bad. I could see no evidence whatever of this state of affairs. Although the ships still looked somewhat unprofessional, they were clean and trim, with the exception of their bottoms, which are more or less covered with barnacles. In spite of the great heat, the stonking humidity, and the ignorance of the Russian sailor, the admiral has maintained a clean bill of health. It is true that many men, not being "salted" to hot climates, suffered from the heat, but there were no cases of infectious disease.

The discipline of the fleet is excellent, but very severe, the men being heavily punished for the smallest delinquencies. A constant routine of drill takes place day in and day out—very gun firing, torpedo-net practice, submarines dashing about, small-arms drill, and scouting, all under the watchful eyes of the admiral, who seems to be the life and soul of the expedition. When the fleet came to Nossi Bey there was much drunkenness, but that has been practically stamped out. The men are worked too hard to indulge in excesses of any kind, for they are generally too tired to do anything but sleep after their day's exercises.

EAGER FOR TOGO.

I had many conversations with the Russian officers on board the ships, and they all expressed their eagerness to meet the Japanese fleet, although I am convinced that there are few of the older officers who believe they will engage the Japanese, or that they can make any sort of a fight against them; if they do.

It would be absurd to compare the fleet with the British or the German navy, but at the same time, the men look reasonably workmanlike. Admiral Rodjestransky is gradually making sailors of them, and, like all Russians, they are brave and physically strong. The action of the French having preserved their neutrality towards the Baltic fleet is amusing. Although the ships are anchored outside the three-mile radius, they send picket boats ashore every day for bullocks, chickens, and all sorts of supplies, and no difficulty is raised about supplying them. Indeed, many of the residents of Northern Madagascar have become rich men through their traffic with the fleet.

There still remained throughout the fleet when I was there a touch of bitterness against Great Britain in connection with the Dogger Bank affair. Some of the men actually believed that Lord Charles Beresford had been sent out to offer an apology to Admiral Rodjestransky on behalf of the British Government for allowing the Japanese torpedo-boats to creep up to them under cover of the fishing smacks.

THE JAPANESE NAVY.

The destroyer *Arare*, constructed at Kure, was successfully launched from the Admiralty yard on the 5th inst., and is to be ready for service by the end of next month. She will be of 380 tons displacement with a speed of 29 knots. The 24 other destroyers now being built in this country will, according to a Tokyo dispatch to the *Osaka Asahi*, all be launched before the end of July.

HONGKONG NEUTRALITY.

EXTRAORDINARY PREPARATIONS.

Hongkong's duty is obviously to maintain neutrality, not of the benevolent French kind, but of the strictest. Some facts gathered yesterday indicate that the Authorities are fully awake to their responsibilities.

The Ordnance Department received instructions, we learn, to issue four (4) twelve pounder (12 cwt.) quick-firing guns, which were to be mounted on Stonecutters Island yesterday (Thursday) afternoon.

H.M.S. *Albion* is being repaired rapidly. The Fleet is now said to be to the southward of the island. The *Hardinge* (transport) has been detained, guns are being issued; and everything points to the fact that the Governor, the Admiral, and the General are on the alert; and determined to be ready, forcibly if necessary, to prevent any breach of neutrality.

The prevailing feeling in naval and military circles yesterday was decidedly one of anxiety and unrest.

THE "HARDINGE" DETAINED.

The transport *Hardinge*, on which the 83rd Burma embarked on Wednesday has not yet left the harbour, and we learn that owing to the presence of the Baltic Fleet in the vicinity His Excellency hesitates at present to allow the transport to sail. It is not supposed that the Fleet would molest the transport, but the reason for the detention of the ship is probably to be found in considerations of policy regarding the strength of the forces of the Colony at the present time.

The R.I.M. s.s. *Dufferin*, now on her way from Hongkong to Taku, with Indian reliefs, ought to return to Hongkong with troops shortly. Unless the Baltic Fleet has by that time passed to the north, these may also be detained at Hongkong.

SUPREME COURT.

Thursday, 27th April.

IN SUMMARY JURISDICTION.

BEFORE MR. T. SERCOMBE SMITH (PUISNE JUDGE).

LI U LAN Y. HUNG LAN FIRM.

In this action Mr. O. D. Thomson appeared for the plaintiff and Mr. Dixon (of Mr. John Hastings' office) for the defence. The plaintiff claimed \$602, \$552 being the balance of rent and taxes due from the defendants in respect of premises No. 149, Des Vaux Road Central, and \$50 damages done by the defendants to the said premises.

After hearing evidence for both sides, His Honour in giving judgment reviewed the case. He said that \$400 of the claim was for double rent, claimed under Statute 11 of George 2, on account of the defendants failing to hand over the premises after having given notice. It was proved that due notice was given by the defendants to the plaintiff, a notice that it was the intention of the defendants to give up their tenancy on the first day of the second Chinese moon of this year. When the plaintiff went to the premises, however, on the stipulated date he found the ground floor door locked and, therefore, could not get in. There were, moreover, some signs of occupation in the shape of some rope seen inside the house on the ground floor. The question arose as to whether the defendant was liable for this double rent, because he had not delivered up possession at the time contained in the notice he had sent. The ordinary rule was that the tenant must, on the expiration of his tenancy, deliver up the premises peacefully, for a landlord breaking into premises rendered himself liable to an indictment under a charge of forcible entry. Under these circumstances His Honour was of opinion that the plaintiff was entitled to receive this sum of \$400 for double rent. The balance of rent was not disputed.

His Honour thought \$25 ample for damages (stairs out of position, broken windows, and holes in wall), and gave judgment for \$777 with costs.

TOKYO MARINE INSURANCE CO., LIMITED.

From the 1904 report of this company, sent in by the Hongkong agents, the Mitsui Bussan Kaisha, we extract the following:—Profit and loss account, 1903, and former years. The balance in hand on this account at the beginning of the year was yen 1,531,467.984; during the year the total disbursements have amounted to yen 131,430.394. The directors recommend the payment of a dividend of 15 per cent. out of this account, which will absorb yen 56,250,000 and that the balance of yen 1,343,787,390 be carried forward.

WORKING ACCOUNT, 1904.—The net premium for the year amount to yen 1,515,102,647, against which net claims and losses have been settled aggregating yen 319,836,996 or 21.11 per cent.; the expenses amount to yen 146,499,963 or 9.67 per cent. There therefore remains a balance of yen 1,048,774,688, to which has to be added interest of yen 152,146,290.

INVESTMENTS.—With a view to providing for any eventual fluctuations in first-class securities, the prices in the accounts are considerably below those prevalent on the 31st December. SURPLUS.—The funds in hand in excess of capital stand at yen 2,000,958,268.

STRANDING OF THE S.S. "KONG NAM."

PILOT JEOPARDISES HER SAFETY.

The following gentlemen, confined as a Marine Court, met at the Harbour Office yesterday morning to enquire into the circumstances connected with the stranding of the S.S. *Kong Nam* on Caping Island on the 5th instant, viz.:—Hon. Capt. L. A. W. Barnes-Lawrence (President of the Court), Judge D'Arcy (Commander H.M.S. *Albatross*), Captain J. G. Spence (H.M.S. *Lightning*), Captain F. H. Rolfe (H.M.S. *Porpoise*), and Capt. J. J. Loissius (H.M.S. *Kin Shau*), Master Mariners.

The first witness was Charles G. Frampton, Master of the *Kong Nam*, who deposed:—On the night of the 5th April I left the wharf at 7.15 p.m. on a voyage to Kowloon and the West River. We proceeded down the South channel to the stream of the anchorage at Green Island. Myself and a native pilot were on deck also two Chinese at the wheel. When I cleared the shipping I told the Pilot to set the course across Caping Island N. W. half W. This was done. My compass is correct. When I was abreast of Chung Hing Point we were still steering the same course, and heading for the pass. I left the deck for about four minutes and let the Pilot run the vessel himself. I told him before I went, to look out for the light on Malwan Island. When I returned for the vessel I found that he had hauled out West, when he should have set up to the North. There were junks in the vicinity when I left the deck. After I had been there about five minutes I said "Hallo! Where's the red light?" It appears I mistook the big Malwan Island for the small one, as I could not see the latter the night being very dark. At 8.5 p.m. I realised that I had made a mistake, as I saw the white beach of the small Malwan Island. I thought I was a quarter of a mile off, and immediately reversed the engines and went full speed astern. I had about 250 fathoms on board the ship, so I did not try to get her off, as I had not enough boats. We swung the two boats out, and I told the passengers not to get frightened. I then sent up rockets and at 9.15 p.m. the first steam launch came. I sent as many passengers as possible away in her. During the time I sent this launch to Hongkong the *Hankow* and other boats sent over to see if I wanted assistance. The last lot of passengers was taken off at 2.15 a.m. on the 6th with all their baggage. During this time I found the water was gaining in the h.d. At 9.35 p.m. on the same evening all the fires were extinguished. At 10.45 p.m. the donkey engine stopped. The ship's head was west when she struck. I took soundings immediately the vessel touched the ground and found the starboard side at 12 feet amidships, 10 feet amidships and six feet forward. The port side was six feet aft, seven feet amidships and seven feet forward. The draft of the vessel on arrival at Hongkong was 9 feet 10 inches aft and 7 feet 3 inches forward.

By the Court: I was not taking soundings before the ship struck. The Pilot of the boat is left to his own resources to a certain extent. If I am in doubt, I question him about anything.

Witness continuing:—When the ship struck I communicated with the owner in Hongkong at the earliest opportunity. The owner arrived at noon on the 6th. He made inquiries and returned to Hongkong to make arrangements for salvage. On the 11th instant the draft of the vessel floating was 8 feet 6 inches aft and 6 feet 3 inches forward. The ship came off on the afternoon of the 11th when the draft was 6 feet forward and 3 feet aft. She was towed into Hongkong, and is now afloat.

By Commander D'Arcy: I was travelling at a speed of about nine knots after clearing the shipping.

Witness continuing: What the Pilot did when I went away he would not tell me. He has since run away. Having been up four times with the same pilot, I had perfect confidence in him. The only answer I could get from him as to how he got out of the course was—"Have made a mistake." I have been master of the ship for four months, and have made four trips in her. I did not reduce speed, as I thought I was clear.

[The chart of the course was here produced and the position verified by the Court.]

By Commander D'Arcy: When I rung down to go full speed astern, the engines answered satisfactorily.

To Sir, Quartermaster, declared:—I was steering on the *Kong Nam* on the 5th April from this port to Caping Island. I was steering when the ship went ashore. When I left the harbour the pilot told me to steer N.W. half W. I did so for a short time, and then the Pilot told me to steer N.W., which course I kept for about ten minutes. The course was then altered to N.W. half N. on the Pilot's instructions, and I steered in this direction for another ten minutes when the course ordered was N.W. one point north. This operation lasted five minutes. The Pilot then told me to alter the course to starboard a little, and afterwards to port. The direction of my steering, according to the compass, when the ship struck, was west. I do not know why the Pilot continued to alter the helm, as I did not see any other ships in sight. I gave ten minutes as the time I steered the various courses because the Pilot told me to do so.

Captain Frampton recalled, explained the steps he had taken to find the ascending Pilot. The Court, after about half-an-hour's consideration, found as follows:—The *Kong Nam* which left Hongkong on a voyage to the West River took the ground on Caping Island at 8.6 p.m. on the 5th instant and remained there until the forenoon of the 11th instant, when she was towed to Hongkong and placed on the slipway. She was found to have been strained, and to have a hole in her bottom.

It appears from the evidence that the safety of the ship was in the first instance jeopardised by the Pilot altering the course during the Master's temporary absence from deck without any apparent reason. Also the judgment of the Master was faulty in not having reduced the speed after finding that the course was altered, and also in being mistaken in the identity of the island he was approaching. The Court was of opinion, however, that it was not necessary to deal with the Master's certificate.

PECULIARITIES OF JAPANESE ADVERTISEMENTS.

Under the heading of "Japan, the World of Ghosts," the *Yokohama Specie* publishes the following diverting article:—The down train left Nagoya at 10.30 a.m. and was running westwards. In a first-class compartment were seated an American gentleman and his wife and three Japanese gentlemen. One of the latter was reading a Japanese paper, when suddenly the American lady, who was in a position to see the contents of the newspaper, suddenly cried out as if she had noticed something unusual. "Good heavens! What is that portrait?" The Japanese gentleman looked at the advertisement referred to, where the lady asked, "Is not that the portrait of Prince Bismarck, the illustrious German statesman?" "It is, madam," replied the Japanese gentleman, smilingly, "the portrait is used by the advertiser of a certain medicine." "How rude and disgraceful!" exclaimed the lady, whereupon the gentleman volunteered an explanation of the situation. He spoke as follows:—"In Japan we have no regulations for the control of advertisements. Hence advertisers do what they like. For instance, the portrait of Mr. Ito Yukichi, heir to Marquis Ito and a Master of Ceremonies in the Imperial Household, is used to advertise a medicine for stomach trouble." "Mr. Ito is the gentleman who is going with Prince Arima to Germany, is he not?" asked the lady. The reply being in the affirmative, there was silence for a time until the lady detected another illustrated advertisement, and asked if the portraits there published represented any persons of high standing, to which the Japanese gentleman replied: "Yes, the one on the right represents Mr. Masuda of the Mitsui Bussan Kaisha, who being a stout man is used to show what the medicine advertised to cure thinness will do. The portrait on the left is that of a relative of Mr. Masuda, who happens to be thin, and it is used to show that this medicine does not use the medicine." The lady was surprised that the victims were not angry at being subject to such severity, and next directed her attention to the boardings which disfigure the landscape. She said that in America this disfigurement would be prohibited by law. She made other pointed observations, and at length her husband who had been sitting silently by and smiling indulgently, observed that the advertisers ought evidently to be brought under some form of control.

THE RUSSIAN FLEETS.

The *Standard* on March 25th said:—The Russian Admiralty professes to be ignorant of Admiral Rodjensky's intentions and his whereabouts, but thinks it most improbable that he will meet the Japanese near Mauritius. It is not unlikely, according to the Admiralty, that Rodjensky, having no wish to expose his fleet to the batteries of the monitors, which will be troublesome in less than a month's time, will not wait for the Third Squadron, now passing through the Suez Canal, especially as it might be delayed some time in making repairs. He might also be influenced by the fact that the addition of the Third Squadron, with its coast defence monitors, will destroy the homogeneity of his fleet.

It is difficult to reconcile such suppositions with the horrible January mission, which was a horrible January mission, which was a horrible January mission.

A private letter from a Russian naval officer, dated Madagascar, February 7th, says:—"We have found the month's delay here exceedingly irksome. It is true that we often go to sea for manoeuvres, marksmanship, and reconnaissance; nevertheless, it is a horrible January mission."

At first, the reports that the Japanese were near kept up our spirits, but now we know they were mere lies. The heat, the inactivity, and the ignorance of what is happening in the world are becoming unbearable. Lately the tropical diseases have given trouble."

Six weeks passed after this letter was written before the fleet sailed.

BRITISH CONSULS BARRED OUT.

It is now explained by a *Times* correspondent at St. Petersburg that the Russian Government's refusal to permit a British Consulate at Baku is not merely a piece of discourtesy, but an effort in diplomatic bullying. When the request was preferred by Downing-street, Count Lamsdorff declared that he would be happy to oblige as soon as Russia was allowed to establish Consulates at various specified towns in India.

A more unwarrantable bargain has rarely been assayed by responsible diplomacy. England has immense commercial interests at the great oil port; many millions of British capital are invested there, and most of the shipping belongs to British nationality. But there is another and an even stronger reason than the safeguarding of these interests for the immediate presence of an official representative of Great Britain at Baku.

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SHIPPING ITEMS.

COLOMBO BREAKWATER.

The present season has seen the completion, for all practical purposes, of the North-Western Breakwater at Colombo, a work which was begun seven years ago. The N. W. breakwater will stand 11 feet above the surface of the water, as against 12 feet for the S. W. breakwater. At both ends of the new breakwater towers have been erected, containing two fixed and powerful lights. The entrance to the harbour is 800 feet wide.

PORT IMPROVEMENTS AT RANGOON.

Extensive port works being carried out at Rangoon consist of the reclamation of the foreshore, and the erection of three new pontoons for the Irrawaddy Flotilla Co., etc., at an aggregate cost of twelve lakhs of rupees. Nowhere, except perhaps at the famous landing stage at Liverpool, has the floating stage principle been taken advantage of with such excellent effect as in this new Port Trust work in Rangoon. The pontoons bridges are connected each with two graceful bridges, one at either end, with a massive shore structure that conceals an immense amount of work in pile driving and foundations. The Irrawaddy Flotilla Company will henceforth be provided with accommodation such as could not be furnished there by any other city in the East.

LAUNCH OF AN ITALIAN LINER.

In March, at the Naval Dockyard at Muggiano, near Spezia, a large steamer, called *Orscole*, was successfully launched. This vessel, the latest addition to the fleet of the Società Veliviana di Navigazione & Vapori, is 340 feet in length, and 50 feet beam, with a gross tonnage of 4,500 tons. She is fitted with triple-expansion engines by Messrs. Richardsons, Westgarth and Co. of Hartlepool, developing 1,800 indicated horse power, with a speed of about 12 knots. Her passenger accommodation has been specially designed to meet all requirements of passengers travelling in the tropics. She is fitted throughout with electric light. Her sister ship, the *Caboto*, is now building in the same yard, and will be launched very shortly. Both ships are for the Europe-Calcutta run.

AN EXTRAORDINARY ARRANGEMENT.

The *Times* of India buildings, Bombay, were, on 31st March, made the sheltering place of an unusual collection of property, consisting of nearly 900 bags of mail letters on their way from England to Australia. They were taken as far as Bombay by the P. & O. mail ship *Egypt* and were moved away in the extra post office which is situated in the *Times* of India building to await the next convenient ship in which it should be possible for them to continue the journey on to their proper destination. This extraordinary arrangement, says the Bombay paper, of course, in an outcome of the severe legislative enactments of the Australian Labour Party.

REBATE SYSTEM BY A SHIPPING RING.

The shipping conference—that section of it which has to do with the Australian trade—has just issued at Colombo a circular, which introduces a very exacting declaration in the application for rebates, that no ship outside the ring has been patronised. The circular under the heading of "Freight to Australia," says:—

With reference to claims for rebate on freight from Colombo to Australian, New Zealand, and Tasmanian Ports, notice is hereby given that such claims for rebate on shipments from 1st April, 1905, will only be valid on a declaration being made as follows:—

I or we beg to hand you claim for rebate on freight by the under-noted steamers, for the six months ending—to which I am or we are entitled, as during the twelve months ending—

I or we and the firms which I or we represent, have confined all shipments from Colombo to Australian, New Zealand, and Tasmanian Ports, in which I or we have been in any way directly or indirectly interested, to steamers of the following lines, and that no firm, which during the above period has not likewise confined its shipments to these lines, has directly or indirectly had any interest in the shipments under which I am or we are claiming rebate.

Peninsular and Oriental S. N. Co., Orient-Express Line, Messageries Maritimes Co., Norddeutscher Lloyd, Currie Line, Queensland Line.

By order, Peninsular and Oriental S. N. Co., Orient-Express Line, Messageries Maritimes Co., Norddeutscher Lloyd, Currie Line.

TURBINE TRIUMPH.

Champions of the turbine found their expectations exceeded by the maiden voyage of the *Victorian*, which is the first ocean-going passenger steamer to be driven by turbines.

When the ship arrived at Morillo during the voyage to Canada it was stated that, though on the previous night she encountered a strong north-east gale and a choppy sea, the passengers slumbered peacefully in their berths.

So quiet was the *Victorian* that she might have been in dock. The absence of vibration both fore and aft astonished the old Atlantic travellers on board that many gazed persistently over the side to see if she was really moving through the water.

With a speed of either seventeen or seven knots there was scarcely a perceptible tremor through the ship. Looking down from the upper grating the engine-room presented the unfamiliar appearance of a boiler house. The old-fashioned noise of the cranks and throbbing piston rods, which the engineers loved, was missing.

All they had to do was to watch the indicators to see how much pressure was on the high and low turbines. At each end of these is an instrument—like a stethoscope, to which the engineer on watch puts his ear occasionally. The proper sound is a continuous roar; if it is intermittent there is something wrong somewhere.

Men long accustomed to the old reciprocating engines looked round them in a hopeless way.

"They will have to put aside all their theories and knowledge and adapt themselves to the new turbine," said Mr. Charles Allen, superintending engineer of Messrs. Workman and Clark, of Belfast, who built the *Victorian*.

This gentleman added: "I expect that in less than ten years we shall have our ocean steamers driven by gas generated on board. An experiment will shortly be made with a steamer built on that principle."

The turbines are very simple to work, and the engineers of the *Victorian* are very well satisfied with the new departure.—*Daily Mail*.

MATERIAL FOR SHIP'S DECK.

A substance called petrolignite is being adopted as a material for the decks of ships. It is prepared from sawdust, mixed with certain minerals, and formed into slabs, under high hydraulic pressure. Its valuable properties are that it is non-inflammable, and is not slippery when wet.

FREIGHT WAR.

The *Singapore Free Press* to hand says:—As to the freight war outwards to Calcutta, which Renter refers to as existing between the Hansa Line and the British India and P. & O. Companies, local firms are without advice touching it, as it is very unlikely to affect us. It is conceivable that with rates to Calcutta of 5s. it might pay to ship to the Straits (or Hongkong) via Calcutta, but the trouble and possible damage in trans-shipment are against it. Besides when two big combinations such as the Hansa and the two British companies knock up against one another, the conflict is carried on with such vigour that one of them has to soon give in, and either give up the contest or else come to some arrangement with the adversary in the gate. When the mail left home rates to Calcutta were 15s. and gradually easing owing to the pressure of boats that had failed to find homeward cargoes. Down to 5s. from London and 7s. 6d. from Antwerp is pretty low, and some one will have to suffer.

ALLAN AND HAMBURG-AMERIKA LINES IN COLLISION.

Batavia, 25th March.—With over a thousand passengers on board, the Allan liner *Paraguay* collided with the Hamburg-America liner *Albatross* off the harbour this evening. Both vessels made for the port. The *Paraguay* is down at the stern, while the *Albatross* has a crushed in. The latter had 800 passengers on board at the time of the collision. No lives were lost.

NEW SHIPPING TRUST PLAN.

Berlin, 27th March.—Negotiations are pending for the amalgamation of the two great German steamship lines, the *Norddeutscher Lloyd* and the *Hamburg-America*. On the mere rumour of such negotiations North German shares advanced three points on the Bourse to-day. On the other hand, Hamburg-America shares are somewhat weaker.—*Daily Mail*.

LATEST STEAMER MOVEMENTS.

The P.M. str. *China* left Manila for this port on the 27th inst. at 1 p.m., and is due here tomorrow about 9 a.m.

The M.M. str. *Ernest Simons*, with the next French mail, will leave Saigon to-day at 11 a.m. for this port.

The C.P.R. str. *Empress of Japan* arrived at Nagasaki at 5 a.m. on Thursday, the 27th inst., and left at 5 p.m. same day for Shanghai, where she is due to arrive at 6 a.m. to-morrow.

The C.P.R. str. *Empress of India* arrived at Kobe at 6.30 p.m. on Tuesday, the 25th inst., and left again at 1.30 p.m. on Wednesday for Yokohama, where she was due to arrive at 2 p.m. yesterday.

The U.S.S. & C.M. str. *Deucalion* left Singapore on the 25th inst. at noon, and may be expected here on the 30th inst.

The P. & O. str. *Zein* left Singapore for this port on the 25th inst. at 6 p.m.

The A.L. str. *Trieste* left Shanghai for this port on the 26th inst.

JAPANESE EMIGRANTS TO CANADA.

NEW LAW IN FORCE AT VANCOUVER.

The Tokyo Foreign Department has received the following telegram from the Japanese Consul at Vancouver:—

The proposed immigration law which was brought forward last February but not sanctioned, was submitted to the State Council on the other day and passed. The Government at once gave his sanction and it is now in force. The new law is to the following effect:—

1.—Immigrants shall be required to write fifty European words from dictation.

2.—The owners of ships bringing immigrants shall be responsible for taking them back if they fail to get permission to land.

3.—Immigrants who fail to pass the examination will not be allowed to land unless they deposit a sum of \$500 or give proper security to that amount.—*Kohu Herald*.

CHINESE ARMY REORGANISATION.

The Emperor recently issued a Rescript in reply to a memorial of the Board of Revenue complaining of the unaccountable delay of the Viceroy and Governors of provinces in sending their respective contributions to the Board for the Army Reorganisation Scheme, on which account much important work connected with the scheme has been unnecessarily delayed, to the detriment of the forces now being reorganised in Chihli province. The Emperor calls upon the various Viceroy, Governors, and Tartar Generals of the Empire to show more patriotism in the matter and states that his Majesty is determined not to accept any excuses for procrastinations and delays. As a matter of fact, his Majesty insists that each contributor must remit to the Board of Revenue monthly, in advance, the funds promised by him, and the Ministers of that Board are commanded to make a note of the promptitude, or otherwise, of the provincial high authorities concerned, in order that they may be rewarded or punished as the case may be. When the high authorities of the Empire come to recognise that the welfare and stability of the country depend entirely upon the possession of a thoroughly reorganised and well-equipped army, and that without it China will continue to be the sport of stronger and more aggressive nations, his Majesty feels certain that there will be no more occasions for the Board of Revenue to complain of delay in the matter of receiving money from the provinces.—*N.-C. Daily News*.

KODAK FILMS & ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

LONG HING & CO.

PHOTO GOODS STORE,

17, QUEEN'S ROAD

(SAME PREMISES AS MESSRS. AH CHEE

Hongkong, 27th December, 1904.

NAVAL JOTTINGS.

DOCKYARD WASTE.

The blue-book on the Dockyard Expense Accounts of the Navy containing the report of the Auditor-General has some rather remarkable statements.

It is pointed out that nine cruisers, which cost originally £1,476,393, and on which £165,411 has been spent in repairs completed in 1902-3 and in 1903-4, have now been included in the list of vessels to be sold. Five cruisers and a gunboat, which were refitted in the case of the former vessels in 1903-4, and in that of the latter in 1902-3, at a total cost of £283,952, has now passed into the "list of vessels available for subsidiary service," while three new vessels—the *Paragon*, the *Merlin*, and the *Odin*—which were completed in 1902-3 at a cost of £247,575, have also been withdrawn from effective service. On four torpedo-gunboats, which originally cost only £255,838, no less a sum than £201,573 has been spent in repairs. On the *Niger*, of which the first cost was £51,572, the sum of £20,820 has been expended in refitting.

In the case of seven vessels which have been refitted at contractors' yards the expenditure during the year has exceeded the original estimate by £320,297. It was originally intended that the refits of two others, the *Coleman* and *Pelorus*, should be executed at the dockyards, but it was afterwards decided that they could be carried out by the contractors, with the result that the actual carrying out of the work by contract in each case is more than double the estimate framed by the dockyards for refitting them. Two sister ships, the *Albatross* and the *Montagu*, were built at Chatham and Devonport respectively, with the result that the total cost of dockyard work at Devonport was £31,048 less than at Chatham, the estimates being approximately of the same amount. In the case of the repairs of fourteen battle ships, cruisers, and special vessels, the excess on repairs and refits over the estimate was £250,431.

RUSSIA'S FINANCIAL BLUFF.

An accountant, after analysing Russian finances, goes on to say:—The student is therefore driven to conclude that the true state of Russian finance is never made public, and as it is acknowledged that the gold in stock, which so much parade is made, is much of it borrowed gold, the hollowness of the entire position needs no further demonstration. Of what use is it to look up gold, paying 4 per cent, or more, interest for it, or all of it, if meanwhile concealed debts, unaccounted for emissions of paper-money, credits obtained from the Imperial Bank, from the Russian Finance Bank, or from banks in France, are piling up against the Government? I compute that, at present, very moderate estimates, Russia must have already spent or lost between £100,000,000 and £150,000,000 more since the war began than the Budget of last year, and this acknowledgment or show traces of, and if its debt thus heaped up is paid, where will the gold be? The Russian doubtless is a way adroit for the Russian Minister of Finance to parade his gold and boast of it, but his doing so must not be allowed to beguile. How many times over is the gold mortgaged? That is the real question to resolve, and hitherto the Russian bureaucracy has taken good care to keep the material necessary to its solution out of everybody's reach.

FINANCE AND THE WAR.

The *Standard's* City Editor, writing on Mar. 25th says:—

"Nothing more striking in the way of contrast has been presented for some time past than the circumstances attending the flotation of the loans by Russia and Japan required to finance the war in the Far East. A little over a twelvemonth ago Russia was able to raise with comparative ease a loan for £32,000,000 in Paris, with the comfortable feeling that she had by no means unduly strained her bankers' resources in that direction, the loan being almost coupled with an assurance that more could be had for the asking at a later period. A little later Japan came modestly to the London market for a loan for £10,000,000, and although it was a great success—being covered some 30 times—it was not deemed prudent just then to risk the raising of a really large loan. Yet almost within the space of one year we find Russia in the position of having to place a loan in Berlin on most onerous terms, only to be followed by a vain attempt to obtain further financial accommodation in Paris while the dramatic turn in the financial aspect of the Far Eastern crisis is now completed by the appearance of Japan as an acceptable borrower in the English and American markets for £30,000,000."

MARSHAL OYAMA'S OPINIONS.

Marshal Oyama, granted a *Times* correspondent the first interview he has accorded for publication since his arrival in the field. Speaking of the Russians, the Japanese Commander-in-Chief said:—

"Personally, I have a high regard for the Russians as soldiers. The officers and men are brave and able. They have fought well. In the war between China and Japan I was the commander of the army which captured Port Arthur. With a division and a half we took the city in five hours. The result this time shows the wonderful difference there is between the Russians and the Chinese, with whom we gained our previous experience; but our army, both soldiers and officers, has performed its duty as Japan knew it would. I was Minister of War for 16 years, during which time the conscription laws were passed and I have closely watched the making of the Japanese army. I am proud to say that officers and men alike have fulfilled every expectation. In olden days the Japanese army was composed of Samurai, professional fighting men. Our modern army is composed of all classes of society. All our hopes have been fully realised by the work of the army in the present war."

Marshal Oyama is in excellent health. He is comfortably quartered with his staff in five Chinese houses, placed at his disposal by the Chinese Viceroy.



TELEPHONE No. 135.

PER CASE OF 48 PINTS... .. \$6.5

PER CASE OF 100 SPLITS... .. 8.00

SOLE AGENTS—

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL.

40

ROBINSON

PIANO Co. LD.

THE

PREMIER PIANO

FIRM AND THE

ONLY PIANO SPECIALISTS

IN HONGKONG: NOT

MERE DEALERS, BUY-

ING AT ONE PRICE AND

SELLING AT ANOTHER,

BUT

PRACTICAL EXPERTS

AND

MANUFACTURERS

DEVOTED EXCLUSIVELY

TO THE MUSICAL

INSTRUMENT TRADE.

These are

FACTS OF THE

FIRST IMPORTANCE

TO PIANO BUYERS.

This Company is also by far

the LARGEST PIANO BUYER

IN CHINA and gives the most

SOLID VALUES and a

Wide Selection of Makes

Chosen at the Factories and

ABSOLUTELY GUARANTEED.

Hongkong, 6th April, 1905. [330]

DR. NEWELL WILSON,

DENTIST.

Latest American Methods.

Reasonable Fees.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS. Codes: A.B.C., 6th Ed. Libere.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

WANTED.

AN ENGLISH GIRL willing to take charge of a Child, aged 21 months, during voyage to England, in return for passage.

Apply by letter to—

B. E. M.,
Care of Hongkong Hotel,
Hongkong, 28th April, 1905. [1091]

SITUATION WANTED.

ENGLISHMAN (24), arriving from Home in a few days, requires situation. Seven years' London experience. Thorough knowledge of Book-keeping, Commercial Correspondence and Office Work generally. Excellent references.

BOX 601,
Care of Daily Press Office,
Hongkong, 28th April, 1905. [1092]

TO LET—AT PEAK.

BISHOP'S Lodge North (Furnished) from 28th June to 15th March, 1907.
Bishop's Lodge South (Furnished) from 28th June to 15th March, 1907.

Apply to—

LINSTRAD & DAVIS,
Alexandra Buildings, 3rd Floor,
Hongkong, 28th April, 1905. [1093]

GOVERNMENT NOTIFICATION.

Information has been received from the MILITARY AUTHORITIES that GUN PRACTICE (Night Firing) will be carried out on THURSDAY, the 4th May, at Pak-sha-wan towards entrance to Junk Bay, at ranges of 600 to 4,000 yards, commencing at 7 P.M., and finishing at 8 P.M., if the range is clear.

If the weather is unfavourable on the above date, practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the range.

L. BARNES-LAWRENCE, Captain, R.N.,
Harbour Master, &c.
Hongkong, 28th April, 1905. [1094]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-MORROW (SATURDAY), the 29th APRIL, 1905, at 11 A.M., at the Hongkong and Kowloon Wharf and Godown Co.'s Godowns, Kowloon, 333 CASKS CEMENT, (Red Cross Brand), In Good Order and Condition.

Terms—As usual.

HUGHES & HOUGH,
Auctioneers,
Hongkong, 28th April, 1905. [1095]

ALTERATION.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAIMUN,"
Captain Robson, will be despatched for the above ports on SUNDAY, the 30th inst., at 10 A.M.

For Freight or Passage, apply to—

DOUGLAS L. LAURIE & CO.,
General Managers,
Hongkong, 27th April, 1905. [1090]

OCEAN STEAMSHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"DIOMED,"
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 28th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 3rd May.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 3rd May will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 3rd May, or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents,
Hongkong, 28th April, 1905. [9-10]

OCEAN STEAMSHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"CALCHAS,"
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 28th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 3rd May.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 3rd May will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 3rd May, or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents,
Hongkong, 28th April, 1905. [9-10]

NEW ADVERTISEMENTS

OCEAN STEAMSHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"MOYUNE,"
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 28th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 3rd May.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 3rd May will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 3rd May, or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents,
Hongkong, 28th April, 1905. [9-10]

JAVA-CHINA-JAPAN L.I.J.N.
FROM JAVA PORTS AND MACASSAR.

"TIMAHU,"
Captain de Brionville, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Any Cargo impeding her discharge and/or Cargo left on board after the 1st May, will be landed in the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

No Fire Insurance has been effected.

The steamer will be despatched for Shanghai, Moji, Kobe, and Yokohama on the 2nd May.

Head Agency of the

JAVA-CHINA-JAPAN L.I.J.N.
Alexandra Buildings,
Hongkong, 27th April, 1905. [1096]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer.

"SOCOTRA,"
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAIT.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex *ss. Egypt*.

Optional Goods will be landed there unless instructions are given to the contrary before 10 A.M., TO-MORROW, the 29th inst.

Goods not cleared by the 4th May, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

L. S. LEWIS,
Acting Superintendent,
Hongkong, 27th April, 1905. [1]

WANTED for Japan, thoroughly experienced SALESMAN for Road Grocery, Provision, and Wine and Spirit store. German preferred.

Apply—

B. E. V.,
Care of Daily Press Office,
Hongkong, 27th April, 1905. [1079]

ZETLAND LODGE, No. 525, E.C.

A REGULAR MEETING OF ZETLAND LODGE will be held at the PRESBYTERIAN HALL, on MONDAY, the 1st May, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 27th April, 1905. [1080]

ROBERT CRAWFORD'S C. C. C. WHISKY.

Prices \$10 Per Dozen.

Solo Agent:—

KWAN TYE,
190, Queen's Road Central,
Hongkong, 12th April, 1905. [1069]

WHY SHOULD BUSY MEN USE THE "ROYAL BAR-LOCK"?

It is not because it makes writing easy—though that would be sufficient reason. It is not because it is sufficient—though that is important. It is not because it is the most durable—though that is its strongest point. It is not because it is unapproached for Carbon and Stencil manufacturing—though that describes its capabilities. It is not because its daily output is 25 per cent. in excess of any other typewriter—though that is perfectly true. It is not for any one or two of the foregoing reasons—

BUT BECAUSE IT HAS ALL THESE ADVANTAGES COMBINED.

J. C. DOS REMEDIOS & CO.,
Agents,
Hongkong, 10th April, 1905. [1042]

MAIL TABLES FOR 1905.

Showing the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of departure of the Mails from Europe and America, and the dates on which they are due to reach Hongkong. A Special Table is devoted to the Mails to and from England.

Mounted on Card 30 Cents
On Paper 20 "

On Sale at the Hongkong Daily Press Office,
Hongkong, 10th February, 1905.

INTIMATIONS

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY GENERAL MEETING of Members will be held in the CITY HALL, TO-MORROW (SATURDAY), the 29th April, 1905, at 3.30 P.M.

By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, 14th April, 1905. [992]

NOTICE.

THE HONGKONG LICENSED PILOTS ASSOCIATION have this day REMOVED their OFFICE to FIRST FLOOR of Nos. 15, 16 and 17, CONNAUGHT ROAD CENTRAL.

Hongkong, 5th April, 1905. [931]

CAFE WEISMANN.

THE Public are invited to pay a visit to our NEW ARTISTIC TIFIN ROOMS.

The only place of its kind in Hongkong.

A Veritable Fairyland.

Real German Fass-Bier on Draught.

Entrances—

No. 1A, WYNDHAM STREET,
Hongkong, 27th April, 1905. [1081]

NOTICE.

A MEETING OF HIS MAJESTY'S JUSTICES OF THE PEACE will be held at the Magistrate's, at 2.15 P.M. on MONDAY, the 1st May, 1905, for the purpose of considering the following application, viz.:—

An application for the transfer from ANNETTA PAPER to one ABRAHAM ZERNMANN of a Publican's License to sell and retail intoxicating liquors on premises situated at No. 26, Pottinger Street, in the City of Victoria, and called or known as "The Colonial Hotel."

F. A. HAZELAND,
Police Magistrate.

Magistrate's,
Hongkong, 18th April, 1905. [1048]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, TO-MORROW (SATURDAY), the 29th APRIL, 1905, at 2.30 P.M., at his SALES ROOMS, Queen's Road, A FINE ASSORTMENT OF JAPANESE CURIOS.

RARE SATSUMA, FINE CLOISONNE, BRONZES, IVORIES, PANELS and ORNAMENTS:

Also

A Few CHINESE EMBROIDERIES, &c., &c.

Terms of Sale:—As Customary.

V. I. REMEDIOS,
Auctioneer,
Hongkong, 27th April, 1905. [1083]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Letting by Public Auction, to be held on MONDAY, the 1st day of MAY, 1905, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Causeway Bay, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at the Crown Rent to be fixed by the Surveyor of His Majesty the KING for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot.	Boundary Measurements.	Area in Acres, Roods, and Perches.	Annual Rent.	Upset Price.
1	N.W. S.E. N.E. S.W.	122 100 142 70	10,000 304 5,000	

TO BE SOLD BY PUBLIC AUCTION.

By Order of the Supreme Court of Hongkong, VALUABLE LEASEHOLD PROPERTY, SITUATE AT PARK VIEW, LITTLETON ROAD, VICTORIA, on MONDAY, the 1st MAY, 1905, at 3 P.M., at Messrs. HUGHES & HOUGH'S SALES ROOMS, Des Voeux Road, Central.

All that Piece of Ground situate lying and being at Victoria in the Colony of Hongkong and registered in the Land Office as the Remaining Portion of Inland Lot No. 1218 containing by admeasurement 75,291 square feet together with the Messuages thereon known as No. 1, 2, 3, 4, 5, & 6, Park View, Littleton Road, Victoria.

For further particulars, apply to Messrs. DENNIS & BOWLEY, Vendor's Solicitors, or to Messrs. HUGHES & HOUGH, Auctioneers.

Dated the 10th day of April, 1905. [955]

MR. GEO. P. LAMBERT has received instructions to sell by Public Auction, on TUESDAY, the 2nd day of MAY, 1905, at 3 P.M., at his SALES ROOMS, the following VALUABLE LEASEHOLD PROPERTY Situate at Yau-mai in the Dependency of Kowloon and the Colony of Hongkong, All that Piece or Parcel of Ground situate at Yau-mai addressed registered in the Land Office as Section D of Kowloon INLAND LOT No. 107. Terms 75 years. Annual Crown Rent \$182 together with the Messuages thereon known as No. 32, Temple Street.

For further particulars and conditions of sale, apply to

P. X. D'ALMADA & CASTRO,
Solicitor for the Mortgagee, or to

GEO. P. LAMBERT,
Auctioneer,
Hongkong, 27th April, 1905. [1084]

TO LET

NO. 1, STEWART TERRACE, the Peak.
Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 28th March, 1904. [8]

TO LET.

NEW "KINGSCLERE" with Stables, entrances in both Kennedy and Macdonnell Roads.

For full particulars, apply to—

LINSTRAD & DAVIS,
Alexandra Buildings, 3rd Floor,
Hongkong, 17th February, 1905. [478]

TO LET.

OFFICE ROOMS at Nos. 12 & 14, Queen's Road Central (Corner House), also GODOWNS at Back. Can be let separately or wholly. Rent moderate, cheaper if the whole is taken on a long lease.

SEVEN EUROPEAN HOUSES, late P. Blackhead & Co. and Shewan, Tomes & Co.'s Office, Ground Floors and Top Floors with Godowns can be let separately on leases.

Apply to—

12 & 14, Queen's Road Central,
Hongkong, 24th December, 1904. [92]

TO LET.

NOS. 74, CAINE ROAD.
GODOWNS Nos. 31A, 31B, 31C, Praya East.

Apply to—

COMPTON'S DEPARTMENT,
Nippon Yusei Kaisha,
Hongkong, 1st March, 1905. [34]

TO LET.

ONE LARGE FRONT ROOM for Office, on First Floor, New Buildings, Paddar's Street (next to Messrs. Jardine, Matheson & Co.'s Office).

Apply—

AHMED RUMJAHN,
64, Queen's Road,
Hongkong, 15th April, 1905. [909]

TO LET.

DUNHEVED 33, Robinson Road.
Apply to—

HO U. MING,
81, Queen's Road Central,
Hongkong, 11th April, 1905. [953]

TO LET.

OFFICES in "Hotel Mansions," facing New Post Office and Hongkong Hotel.

Apply to—

HENRY HUMPHREYS,
Alexandra Buildings,
Hongkong, 7th January, 1905. [180]

TO LET AT MACAO.

SMALL THREE-ROOMED HOUSE, at the Western end of the Praya Grande.

For Particulars, apply to—

R. S.,
Care of Daily Press Office,
Hongkong, 24th April, 1905. [1059]

TO LET.

EYRIE, Unfurnished. Newly repaired, Painted and Colourwashed.

No. 4, BELLIOS TERRACE, 1st Row.

No. 21, " " 3rd Row.

No. 18, " " 3rd Row.

No. 20, " " 3rd Row.

No. 7, BEACONSFIELD ARCADE, Top Floor.

Ground Floor.

No. 1, DES VOEUX VILLAS.

BUNGALOW (Furnished), at New Territory, Kowloon, 4 Rooms, low rental.

2nd FLOOR in Central position, containing Four Large Rooms, Anteroom and Lavatory, &c., with use of Electric Lift. Well suited for Offices.

Apply to—

LINSTRAD & DAVIS,
3rd Floor, Alexandra Buildings,
Hongkong, 26th April, 1905. [190]

TO LET.

BRAE-SIDE, 20, Macdonnell Road, 17 ROOMED HOUSE with Garden, suitable for a Mess or a Boarding House.

Apply to—

C. F. DE CARVALHO,
Care of H. & S. Bank,
Hongkong, 30th March, 1905. [849]

TO LET.

IN Hotel Mansions THREE OFFICES commanding position on Front.

Apply—

M. J. D. STEPHENS, Solicitor,
18 Bank Buildings,
Hongkong, 29th March, 1905. [845]

TO LET.

FOUR OR FIVE OFFICE ROOMS on First Floor of "Hotel Mansions" facing the New Post Office and Hongkong Hotel.

Apply—

Care of Daily Press Office,
Hongkong, 9th March, 1905. [675]

TO LET UNFURNISHED—From 1st May.

DESIRABLE RESIDENCE in Barker Road, The Peak, No. 134, containing 2 Reception and 4 good Bedrooms, excellent Bath, and only a short distance from the Plantation Road Station.

Apply to—

B. C. R.,
Care of Daily Press Office,
Hongkong, 13th April, 1905. [981]

FOR SALE OR TO LET.

MARTINHOE—A FIVE ROOM BUNGALOW on Barker Road, the Peak, commanding a splendid view of the Harbour, and only a short distance from the Plantation Road Station.

Apply to—

J. S. VAN BUREN,
20, Des Voeux Road,
Hongkong, 13th April, 1905. [980]

TO LET.

A LARGE AND SPACIOUS ROOM or OFFICE on the First Floor of No. 34, Queen's Road Central. (Opposite the Post Office).

Possession from the 1st of May, 1905.

Please apply to—

WONG CHU SANG,
Care of Yee Sang Fat,
Hongkong, 28th April, 1905. [1072]

TO LET

NO. 1, RIPON TERRACE.
FLATS in MORETON TERRACE, facing the Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAIRS FIER).

GODOWNS: PRAYA EAST.

A BUILDING at Causeway Bay, at present in occupation of the Steam Laundry Co., Ltd.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 25th June, 1904. [81]

TO LET.

TWO FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals.

Apply to—

HUMPHREYS' ESTATE & FINANCE CO., LD.
Hongkong, 2nd June, 1904. [869]

TO LET.

NEW STORE nearing completion to let in Chater Road, opposite Hongkong Hotel, in the heart of new business centre.

Apply—

Care of Daily Press Office,
Hongkong, 18th March, 1905. [748]

TO LET.

SUITABLE for Offices, TWO ROOMS in Prince's Buildings.

Apply to—

LAUTS, WEGENER & CO.
Hongkong, 4th March, 1905.

TO LET.

NEW EUROPEAN HOUSES in Cameron and Des Voeux Roads, Kowloon. Electrical Fittings for Lights, &c. Possession about 1st June next.

Apply to—

CHINA MERCHANTS STEAM NAVIGATION CO.,
15 & 19, Connaught Road, Praya W.
Hongkong, 19th April, 1905. [1030]

TO LET.

DWELLING HOUSES on Paddar's Hill, occupation from the 1st June.

For Further Particulars, apply to—

DAVID SASSOON & CO., LD.
Hongkong, 6th April, 1905. [907]

SUN FAT CO

MANUFACTURERS AND DEALERS IN LADIES' AND CHILDREN'S UNDERWEAR.

EMBROIDERIES, LACES, SILKS, PONGEES, GRASS LINES, SHAWLS, HANDKERCHIEFS, BLANKETS, TRUNKS.

EBONY FURNITURE AND FANCY GOODS

No. 82, QUEEN'S ROAD CENTRAL.

Any Order Promptly Attended To.

Hongkong, 12th January, 1905.

BANKS

HONGKONG & SHANGHAI BANKING CORPORATION

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$10,000,000
SILVER RESERVE 8,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COVER OF DIRECTORS.
H. E. TOMKINS, Esq.—Chairman.
H. W. SLADE, Esq.—Deputy Chairman.
E. G. GOSWOLD, Esq.
Hon. W. J. GERRARD, Esq.
A. H. HUNT, Esq.
G. H. MEDHURST, Esq.
A. J. KEYMOND, Esq.

CHIEF MANAGER
HONGKONG—J. R. M. SMITH

MANAGER
SHANGHAI—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per Cent. per Annum on the daily balance.

On Fixed Deposits—

For 3 months, 2 1/2 per cent. per Annum.
For 6 months, 3 per cent. per Annum.
For 12 months, 4 per cent. per Annum.

J. R. M. SMITH,
Chief Manager.
Hongkong, 27th March, 1905. [23]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE—LONDON.

CAPITAL PAID-UP £200,000
RESERVE LIABILITY OF SHAREHOLDERS £200,000
RESERVE FUND £200,000

INTEREST allowed on Current Account at the rate of 2 1/2 per cent. on the Daily balance.
On Fixed Deposits for 12 months 5 per cent.
" " " " 6 " " 4 " "
" " " " 3 " " 3 " "

" T. P. COCHRANE,
Manager,
Hongkong, 19th May 1904. [29]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL £1,500,000
SUBSCRIBED 1,125,000
PAID-UP 625,000
RESERVE FUND 80,000

LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 1/2 per cent. on the Daily balance.
On Fixed Deposits—

For 3 months 4 1/2 %
" " " " 5 %
" " " " 6 %
" " " " 7 %

" E. W. HUTTEN,
Manager,
Hongkong, 23rd May, 1903. [26]

BANKS

THE BANK OF TAIWAN LIMITED
(INCORPORATED BY SPECIAL IMPERIAL CHARTER)

CAPITAL SUBSCRIBED Yen 5,000,000
CAPITAL PAID-UP 2,500,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES:

Amoy, Kobe, Nagasaki, Taiwan
Anping, Nankai, Osaka, Yokohama
Fuzhou, Shanghai, Yokohama
Keelung, Shanghai, Yokohama

HONGKONG OFFICE:
4, QUEEN'S ROAD.
Interest allowed on Current Account.
Deposits received on terms which may be learnt on application.

S. SHIGEMASA, Manager.
Hongkong, 1st November, 1904. [2579]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 per Cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per Cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1905. [22]

INTERNATIONAL BANKING CORPORATION.

Fiscal Agents

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN,
AND HAWAIIAN PORTS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"DEUCALION"	On 6th May.
GLASGOW and LIVERPOOL	"KINTUCK"	On 16th May.
GLASGOW and LIVERPOOL	"MENECLAUS"	On 16th May.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 18th May.
GLASGOW and LIVERPOOL	"HECTOR"	On 22nd May.
GLASGOW and LIVERPOOL	"HYSON"	On 30th May.
GLASGOW and LIVERPOOL	"PRIAM"	On 31st May.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON and ANTWERP	"JASON"	On 9th May.
AMSTERDAM, LONDON and ANTWERP	"LAERTES"	On 20th May.
AMSTERDAM, LONDON and ANTWERP	"DARDANUS"	On 23rd May.
AMSTERDAM, LONDON and ANTWERP	"CALCHAS"	On 26th June.
AMSTERDAM, LONDON and ANTWERP	"DEUCALION"	On 20th June.
AMSTERDAM, LONDON and ANTWERP	"KINTUCK"	On 20th June.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"NINGCHOW"	On 21st May.

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 24th April, 1905.

[9-10]

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
CHEFOO and TIENTSIN	"KANSHU"	On 1st May.
SHANGHAI	"WOOSUNG"	On 1st May.
MANILA and ILOILO	"TEAN"	On 2nd May.
CEBU and ILOILO	"KAIFONG"	On 8th May.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS, VILL, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 13th May.

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified
Surgeon is carried.
* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 28th April, 1905.

[11]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA
AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND
VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	
R.M.S. "EMPERESS OF JAPAN"	6,000 Tons. WEDNESDAY, 10th May.
R.M.S. "ATHENIAN"	5,800 Tons. WEDNESDAY, 24th May.
R.M.S. "EMPERESS OF CHINA"	6,000 Tons. WEDNESDAY, 31st May.
R.M.S. "EMPERESS OF INDIA"	6,000 Tons. WEDNESDAY, 21st June.
Hongkong to London, 1st Class	via St. Lawrence 250. via New York 262.
"Intermediate on Steamers"	240.
and 1st Class Rail	242.

THE magnificent "TWIN-SCREW" "EMPERESS" STEAMSHIP, passing through the
famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to
VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND
TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at
Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval
Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese
and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
D. W. CRADDOCK, Acting General Agent,
9, Princes Street

[6]

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.
The following chartered steamers will run at intervals of about 3 weeks:—

S.S. "LOTHIAN"	Captain J. C. Williamson.
S.S. "INDRAVELLI"	Captain S. Callington.
S.S. "COURTFIELD"	Captain W. E. Martin.
S.S. "GRANLEY"	Captain W. E. Staele.
S.S. "KIBAL"	Captain M. Robertson.
S.S. "ASCOT"	Captain C. E. Cox.
S.S. "SIKI"	Captain J. Rowley.
S.S. "INKULA"	Captain Dean.
S.S. "KATHERINE PARK"	Captain Copp.

For Freight, apply to

GIBB, LIVINGSTON & CO.,
AGENTS.

Hongkong, 10th February, 1905.

[19]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHIP VIA INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR
OPERATING IN
CONNECTION WITH THE
OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL AT DAYLIGHT ON
"ARABIA"	4,488	Babbs	May 11th, 1905.
"ARAGONIA"	5,168	Schmidt	May 30th, 1905.
"NICOMEDIA"	4,370	Wagner	June 26th, 1905.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 17th April, 1905.

[13]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT
SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,
PORTS IN SEA AND LAKE, BLACK SEA AND BALTIC PORTS, ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS
AND LEGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
PREUSSEN	WEDNESDAY 10th May
ROON	WEDNESDAY 24th May
BAYERN	WEDNESDAY 7th June
ZIETEN	WEDNESDAY 21st June
DARMSTADT	WEDNESDAY 5th July
SACHSEN	WEDNESDAY 19th July
SCHARNHORST	WEDNESDAY 2nd August
PRINZ HEINRICH	WEDNESDAY 16th August
PRINZ EITEL FRIEDRICH	WEDNESDAY 30th August
PREUSSEN	WEDNESDAY 13th September
ROON	WEDNESDAY 27th September
BAYERN	WEDNESDAY 11th October
GNEISENAU	WEDNESDAY 25th October
PRINZES ALICE	WEDNESDAY 8th November
SACHSEN	WEDNESDAY 22nd November
PRINZ REGENT LUITPOLD	WEDNESDAY 6th December
PRINZ HEINRICH	WEDNESDAY 20th December

ON WEDNESDAY, the 10th day of MAY, 1905, at Noon, the Steamship
"PHEUSSEN," Captain Dahl, with MAIL PASSENGER, SPECIE, and
CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 8th May, and Passes will
be received at the Agency's Office until 5 P.M., on TUESDAY, the 9th May, and Passes will
be received at the Agency's Office until 5 P.M., on TUESDAY, the 9th May, and Passes will
be received at the Agency's Office until 5 P.M., on TUESDAY, the 9th May, and Passes will

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Lines can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO., AGENTS.

Hongkong, 27th April, 1905.

[5]

JAVA-CHINA-JAPAN LIJN,

REGULAR FOUR-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS.	JAVA PORTS	First half of June	JAPAN via SHANGHAI	First half of June
TJILATJAP.	JAPAN	Second half of May	JAVA PORTS	Second half of May
TJIMARI	JAVA PORTS	Second half of April	JAPAN via SHANGHAI	First half of May

The Steamers are all fitted throughout with Electric Light and have accommodation for a
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on
through Bills of Lading.

For Particulars of Freight and Passage, apply to the
HEAD AGENCY OF THE
JAVA-CHINA-JAPAN LIJN.

Alexandra Buildings, 3rd Floor.
Hongkong, 24th April, 1905.

FOR NEW YORK
VIA PORTS AND SUEZ CANAL.

WITH LIBERTY TO CALL AT THE MALABAR
COAST.

THE Steamship

"HUDSON,"

Captain Burnett, is expected here on the 29th
inst. at daylight and will be despatched on the
1st May, in the afternoon.

To be followed by the s.s. "KENNEBEC"
about the 20th June.

For Freight & further information, apply to
STANDARD OIL COMPANY
OF NEW YORK.

Original Freight Depot ment
4, Des Voeux Road, Central.

Hongkong, 26th April, 1905.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEB, EGYPT,
MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON
THROUGH BILLS OF LADING ISSUED FOR
AFRICA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"COROMANDEL"

Captain G. M. Montford, R.N.R., carrying His
Majesty's Mails, will be despatched from this Port
on SATURDAY, the 6th May,
at NOON, taking passengers and cargo for the
above ports in connection with the Company's
s.s. "Victoria," 6,222 tons, from Colombo,
Passengers' accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuable, all cargo for France, and
Tea for London (under arrangement), will be
transhipped at Colombo into the mail steamer
proceeding direct to Marseilles and London,
other cargo for London, &c., will be conveyed
from Bombay by the R.M.S. "Arabia," due
in London on the 18th June, 1905.

Parcels will be received at this Office until
4 p.m. the day before sailing. The contents
and values of all packages are required.

For further particulars, apply to
L. S. LEWIS,
Acting Superintendent.

Hongkong, 24th April, 1905.

[1]

SHIPPING IN PORT.

STEAMERS

AMARA, British str., 1,566, C. J. Matlock, 19th
April.—Wuhu 14th April, Rice.—Jardine,
Matheson & Co.

D. Brownson, Norwegian str., 700, C. O. Olo-
son, 15th April.—Tientsin, Amoy and Swatow
14th April, General.—Osaka Shosen Kaisha.

Bootsen, Norwegian str., 1,932, H. S.
Gulliksen, 16th March.—Chinkiang 11th
March, General.—Order.

CAFFILA, British str., 1,309, R. Berges, 24th
April.—Barry 3rd March, Coal.—Order.

CARL DIECKMANN, German str., 774, J. H.
Schlaikier, 26th April.—Haiphong and
Hoboh 25th April, General.—Jensen & Co.

CHINA, Chinese str., 1,172, Chas. Stewart,
26th April.—Shanghai 22nd April, General.
—Chinese.

CHOWKA, German str., 1,055, F. Spiess, 22nd
April.—Bangkok 16th April, Rice.—But-
terfield & Swire.

CHOWTA, German str., 1,115, H. Textor, 24th
April.—Bangkok 16th April, Rice.—Mel-
chers & Co.

CLARA JENSEN, German str., 1,103, J. Beid-
er, 26th April.—Swatow 25th April,
General.—Osaka Shosen Kaisha.

COMINGBY, British str., 2,157, Chas. E. Topp,
18th April.—Cariff 2nd Feb., Coal.—Order.

EMMA LUTHER, German str., 1,160, H. Martens,
24th April.—Pekalonga (Java) 16th April,
Sugar.—Chinese.

ERNA, German str., 563, Terpehn, 18th March.
—Germany 1st January, General.—Order.

FLORIDA, Norwegian str., 2,238, H. P. Han-
sen, 15th April.—Sasabo 10th April,
Order.

FRITZJOFF, Norw. str., 801, H. A. Haraldson,
20th April.—Tientsin 11th, via Chefoo 12th
and Swatow 25th April, General.—But-
terfield & Swire.

KWANGLA, Chinese str., 1,474, R. Lincoln,
21st April.—Shanghai 17th April, General.
—C. M. S. N. Co.

LIGHTING, British str., 2,122, J. G. Spence,
24th April.—Calcutta 8th April and Straits
19th, General.—D. Sassoon & Co.

LOONGMOON, German str., 1,500, Kalkoten, 23rd
April.—Chinkiang and Wuhu 19th April,
Rice and Mail.—Butterfield & Swire.

LOTHIAN, British str., 3,711, J. C. Williamson,
22nd Feb.—Port Natal 15th Jan.—Dodwell
& Co.

LYDIA, German str., 1,771, G. H. Stenboer, 18th
April.—Wuhu and Chinkiang 14th April,
General.—Siemens & Co.

MACQUARIE, British steamer, 2,073, St. John
George, 25th April.—Moj 21st April, Coal.
—23th, Livingston & Co.

MADEIRERICKMERS, German str., 1,657, D.
Reimers, 18th April.—Bangkok 12th April,
Rice and Mail.—Butterfield & Swire.

MOXGOLA, American str., 3,750, W. P. E.
Porter, 23rd April.—San Francisco and
Shanghai 21st April, General.—P. M. S. S.
Co.

NORMAN ISLES, Norwegian str., 2,191, Lunde,
25th April.—Moj 20th April, Coal.—
Order.

NUMANTA, German str., 2,805, H. Brohm, 23rd
April.—Moj 18th April, Flour.—P.
& A. S. S. Co.

PETCHAPORI, German str., 1,373, G. Hillmann,
22nd April.—Bangkok 16th April, General.
—Butterfield & Swire.

QUEEN LOUISE, British str., 2,170, W. A.
Hicoll, 19th April.—Hangson 6th April,
Rice.—Dodwell & Co.

QUINTA, German str., 987, F. Frahm, 25th
April.—Saigon 21st April, General.—
Order.

RAJPUT, British str., 3,615, Geo. C. C. 21st
April.—Moj 15th April, Coal.—Jardine,
Matheson & Co.

SAINT HELENA, British str., 2,707, Mokie, 14th
April.—Cardiff 8th Feb., Coal.—Order.

SILESA, German str., 4,861, Bakle, 20th April,
Shanghai 16th April, General.—Hamburg.
—America Linie.

TANOLIN, German str., 1,280, Fr. Lousa, 20th
April.—Saigon 15th April, Rice and Gene-
ral.—Chinese.

TELENA, British str., 3,124, N. A. Starky,
21st April.—Singapore 15th April, Petro-
leum.—Arnhold, Karberg & Co.

TENFELD, German str., 670, H. Bothmann, 2nd
April.—Hamburg 2nd Feb., General.—
Carlowitz & Co.

TOLOSAN, German str., 2,200, Ross, 14th April.
—Saigon 8th April, Coal.—Jensen & Co.

TOLY, Norwegian str., 741, Jao. Enger, 25th
April.—Bangkok 18th April, Rice.—
Chinese.

WAISHING, British str., 1,170, Courtney, 22nd
April.—Wuhu 14th and Chinkiang 17th
April, General.—Jardine, Matheson & Co.

YUENHANG, British str., 1,123, P. H. Bole,
25th April.—Manila 2nd April, General.
—Jardine, Matheson & Co.

ZAFIRO, British str., 1,611, R. R. R. 24th
April.—Manila 2nd April, General.—
Shewan, Thomas & Co.

SAILING SHIPS.

A. G. ROPES, Am. ship, 2,302, D. H. Rivers,
16th March.—Philadelphia 16th Oct., Case
Oil.—Standard Oil Co.

S. P. HITCHCOCK, Am. ship, 2,088, E. V. Gates,
22nd March.—New York, Oil and Wax.—
Standard Oil Co.

WEST YORK, British barque, 730, W. L. Foster,
13th April.—Newcastle 15th Jan., Coal.—
Order.

MEN-OF-WAR ON THE CHINA AND
JAPAN STATION.

AUSTRO-HUNGARIAN.

Aspern, cruiser, 2,437 tons, 20 guns, 7,300 h.p.,
Capt. Friedrich Grunzberger, Singapore.

Kaiserin Elisabeth, cruiser, 4,000 tons, 29 guns,
8,000 h.p., Captain Mirti, Japan.

FRENCH.

Acheron, armored gunboat, 1,796 tons, 10 guns
1700 h.p., Lieut. Perret, Saigon.

Argus, gunboat, 123 tons, 5 guns, 500 h.p.,
Lieut. Jeandel, Canton.

Aspic, gunboat, 478 tons, 3 guns, 450 h.p.,
Lieut. Grullier, Saigon.

Avancho, gunboat, 140 tons, 5 guns, 150 h.p.,
Haiphong.

Batonville, gunboat, Lieut. Lefevre, Saigon.

Caronde, gunboat, Lieut. Hue, Saigon.

Casse-tete, gunboat, 140 tons, 5 guns, 150 h.p.,
Saigon.

Chateaufort, cruiser (Flagship of Rear-
Admiral de Fongue de Jonquieres, 2nd in
command), 8,018 tons, 18 guns, 17,000 h.p.,
Captain V. Poiditon, Baie d'Along.

Cometes, gunboat, 525 tons, 4 guns, 438 h.p.,
Comdr. Louis, Haiphong.

D'Asses, cruiser, 4,000 tons, 31 guns, 9,500 h.p.,
Saigon.

Decartes, gunboat, 645 tons, 10 guns, 1,000 h.p.,
Comdr. L. Bost, Shanghai.

Decartes, cruiser, 3,885 tons, 14 guns, 5,500 h.p.,
Commander Amot, at present at Saigon.

Estoc, gunboat, 100 tons, 5 guns, 500 h.p.,
Lieut. Mer, Haiphong.

Francisque, destroyer, 303 tons, 7 guns, 6300
h.p., Lieut. Colani, at present at Saigon.

Fronde, destroyer, 350 tons, 7 guns, 303 h.p.,
Lieut. Jolenne, Baie d'

